

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1	Claim 1 (cancelled):
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1	Claim 2 (cancelled):
2	
1	Claim 3 (cancelled):
2	
1	Claim 4 (cancelled):
2	
1	Claim 5 (cancelled):
2	
1	Claim 6 (cancelled):
2	
1	Claim 7 (cancelled):
2	
1	Claim 8 (cancelled):
2	
1	Claim 9 (cancelled):
2	

1 Claim 10 (currently amended): A road mat comprising:

2 (a) a mat body having a first coupling end and a second coupling end;

3 (b) a first locking mechanism provided at said first coupling end, said
4 first locking mechanism comprising a male coupling member and a
5 female coupling member, said male coupling member positioned
6 substantially between said mat body and said female coupling
7 member; and

8 (c) a second locking mechanism provided at said second coupling end
9 said second locking mechanism comprising a male coupling
10 member and a female coupling member, said male coupling
11 member positioned substantially between said mat body and said
12 female coupling member.

13
1 Claim 11 (currently amended): The road mat of claim 10 wherein in
2 relation to each coupling end, said male coupling members are positioned in tandem
3 with said female coupling members at each coupling end.
4

1 Claim 12 (original): The road mat of claim 10 wherein said male coupling
2 members and said female coupling members have a substantially semi-circular shape.
3

1 Claim 13 (currently amended): The road mat of claim 1 wherein said male
2 coupling members are suitable to interact with said female coupling members ~~have a~~
3 ~~smaller size and said female coupling members have a larger size so that a smaller~~
4 ~~male coupling member is suitable to interact with a larger female coupling member.~~
5

1 Claim 14 (currently amended): A road mat system comprising:

2 (a) at least one prior road mat and at least one successive road mat,
3 each road mat comprising:

- 4 (i) a mat body having a first coupling end and a second
5 coupling end;
6 (ii) a first locking mechanism provided at said first coupling end,
7 said first locking mechanism comprising a male coupling
8 member and a female coupling member, said male coupling
9 member positioned substantially between said mat body and
10 said female coupling member; and
11 (iii) a second locking mechanism provided at said second
12 coupling end said second locking mechanism comprising a
13 male coupling member and a female coupling member, said
14 male coupling member positioned substantially between said
15 mat body and said female coupling member; and
16 (b) said second locking mechanism of said prior road mat suitable for
17 interlocking with said first locking mechanism of said successive
18 road mat.

19
1 Claim 15 (original): The road mat system of claim 14 wherein said at least
2 one prior road mat and said at least one successive road mat are substantially identical.
3

1 Claim 16 (original): The road mat system of claim 14 wherein said first
2 locking mechanism is a reciprocating mirror image of said second locking mechanism.
3

1 Claim 17 (original): The road mat system of claim 14 wherein said male
2 coupling members and said female coupling members have a substantially semi-circular
3 shape.
4

1 Claim 18 (currently amended): The road mat system of claim 14 wherein
2 said male coupling members are suitable to interact with said female coupling
3 members have a smaller size and said female coupling members have a larger size so

4 ~~that a smaller male coupling member of said prior road mat is suitable to interact with a~~
5 ~~larger female coupling member of said successive road mat.~~

1 Claim 19 (new): The road mat system of claim 14 wherein:

2 (a) said male coupling member of said second locking mechanism of
3 said prior road mat suitable interacts with said female coupling
4 member of said first locking mechanism of said successive road
5 mat; and

6 (b) said female coupling member of said second locking mechanism of
7 said prior road mat suitable interacts with said male coupling
8 member of said first locking mechanism of said successive road
9 mat.

10
1 Claim 20 (new): The road mat of claim 10 wherein said first locking
2 mechanism is substantially parallel to said first coupling end and said second locking
3 mechanism is substantially parallel to said second coupling end.

4
1 Claim 21 (new): The road mat of claim 10 wherein said first locking
2 mechanism extends substantially the length of said first coupling end and said second
3 locking mechanism extends substantially the length of said second coupling end.

4
1 Claim 22 (new): The road mat system of claim wherein said road mat
2 system provides for dynamic rotation of the coupling ends in the vertical plane to allow
3 for inconsistencies in the terrain without loss of coupling capability or strength.

4
1 Claim 23 (new): The road mat system of claim 14 wherein said first
2 locking mechanism is substantially parallel to said first coupling end and said second
3 locking mechanism is substantially parallel to said second coupling end.

1 Claim 24 (new): The road mat system of claim 14 wherein said first
2 locking mechanism extends substantially the length of said first coupling end and said
3 second locking mechanism extends substantially the length of said second coupling
4 end.

5
1 Claim 25 (new): A road mat comprising:

- 2 (a) a mat body having a first coupling end and a second coupling end;
3 (b) a first locking mechanism provided at said first coupling end, said
4 first locking mechanism comprising a male coupling member
5 substantially parallel to said first coupling end and a female
6 coupling member substantially parallel to said first coupling end;
7 and
8 (c) a second locking mechanism provided at said second coupling end
9 said second locking mechanism comprising a male coupling
10 member substantially parallel to said first coupling end and a
11 female coupling member substantially parallel to said first coupling
12 end.

13
1 Claim 26 (new): The road mat of claim 25 wherein said first locking
2 mechanism extends substantially the length of said first coupling end and said second
3 locking mechanism extends substantially the length of said second coupling end.

4
1 Claim 27 (new): The road mat of claim 25 wherein in relation to each
2 coupling end, said male coupling members are positioned in tandem with said female
3 coupling members at each coupling end.

4
1 Claim 28 (new): The road mat of claim 25 wherein said male coupling
2 members and said female coupling members have a substantially semi-circular shape.

1 Claim 29 (new): The road mat of claim 25 wherein said male coupling
2 members and said female coupling members provide for dynamic rotation of the
3 coupling ends in the vertical plane to allow for inconsistencies in the terrain without loss
4 of coupling capability or strength.
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